AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1. (Currently Amended) A vehicle having an engine and an automated manual transmission (AMT), comprising:

an electronically controlled clutch (ECC) that selectively couples said engine and said AMT to transfer drive torque to said AMT; and

a controller that communicates with said ECC and said engine and that generates a load signal based on an anticipated <u>driver torque demand engine load</u>, that adjusts one of spark timing of said engine and an ECC pressure based on said load signal prior to engagement of said ECC <u>to minimize an anticipated engine RPM droop</u> and that adjusts spark timing of said engine based on a rate of change of engine speed after engagement of said ECC, wherein engagement of said ECC is determined based on an engagement signal.

- 2. (Previously Presented) The vehicle of claim 1 further comprising a clutch engagement sensor that generates said engagement signal based upon a degree of engagement of said ECC, wherein said controller generates said load signal when the engagement signal is received.
- 3. (Original) The vehicle of claim 1 wherein said clutch engagement sensor generates said engagement signal immediately prior to full engagement of said clutch.

- (Original) The vehicle of claim 1 further comprising: an engine speed sensor that generates an engine speed signal; and a manifold absolute pressure (MAP) sensor that generates a pressure signal, wherein said load signal is based on said engine speed signal and said pressure signal.
- 5. (Original) The vehicle of claim 4 further comprising a gear ratio sensor that generates a gear signal indicating a current operating gear of said AMT, wherein said load signal is further based on said gear signal.
- 6. (Currently Amended) A method of operating an automated manual transmission (AMT) having an electronically controlled clutch (ECC) that is selectively engaged to couple said AMT and said engine, comprising:

generating a load signal based on an anticipated driver torque demand;

adjusting one of spark timing of said engine and an ECC pressure based on said load signal prior to engagement of said ECC to minimize an anticipated engine RPM droop; and

adjusting spark timing of said engine based on a rate of change of engine speed after engagement of said ECC, wherein engagement of said ECC is determined based on an engagement signal.

7. (Original) The method of claim 6 further comprising: generating a shift signal;

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disengaging said ECC based on said shift signal; shifting gears of said AMT; and initiating engagement of said ECC.

- 8. (Original) The method of claim 6 further comprising: initiating engagement of said ECC; and detecting a degree of engagement of said ECC, wherein said load signal is generated when detecting near full engagement of said ECC.
- 9. (Original) The method of claim 6 further comprising: generating an engine speed signal; and generating a manifold absolute pressure (MAP) signal, wherein said load signal is based on said engine speed signal and said MAP signal.
- 10. (Cancelled)
- 11. (Currently Amended) A method of shifting gears of an automated manual transmission (AMT) having an electronically controlled clutch (ECC), comprising:

initiating engagement of said ECC;

detecting a degree of imminent engagement of said ECC;

generating a load signal <u>based on an anticipated driver torque demand</u> upon detecting <u>near full imminent</u> engagement of said ECC;

adjusting spark timing of said engine based on said load signal prior to said imminent full engagement of said ECC; and

adjusting spark timing of said engine based on a rate of change of engine speed after engagement of said ECC.

- 12. (Cancelled)
- 13. (Original) The method of claim 11 further comprising: generating a shift signal; disengaging said ECC based on said shift signal; and shifting gears of said AMT.
- 14. (Original) The method of claim 11 further comprising: generating an engine speed signal; and generating a manifold absolute pressure (MAP) signal, wherein said load signal is based on said engine speed signal and said MAP signal.